

RAILWAY WORKING.

STATEMENT showing the results of working the Railways during the periods of Government Control of the Railways in Great Britain (5 August 1914—31 August 1919) and Ireland (1 January 1917—31 August 1919).

Presented to Parliament by Command of His Majesty.



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RAILWAY WORKING.

1. The four statements which follow this report have been prepared in order to show the financial results of the control of the railways from the 5th of August 1914 to the 31st of August 1919, the latest month for which figures are available.

2. Statement 1 gives the results of railway working *only* up to 30th of June 1919—for Great Britain since 5th of August 1914, and for Ireland since the 1st of January 1917, on which date the Irish Railways came under control. The figures for the United Kingdom are given in total from 1917 onwards.

3. Statement 1A summarises the results of *all* the controlled businesses of the railway companies. A comparison is made between the total net revenue and the guarantee. Interest on additional capital expenditure is taken into account.

4. The value of the services rendered to the Government during the period of control by the "other businesses" (*i.e.*, apart from conveyance by rail) cannot be ascertained prior to April 1919, but was estimated in Command Paper 147 at roughly 10,000,000*l.* to 15,000,000*l.*

5. Statements 2 and 2A contain similar information in regard to the first eight months of the current year, and the figures are divided between the two financial years.

6. For the period 5th August 1914–31st March 1919 the revenue earned from all sources exceeds expenditure and the guarantee by about 2,000,000*l.* to 7,000,000*l.*, according as the lower or higher figure (10,000,000*l.* or 15,000,000*l.*) estimated in paragraph 4 is taken. There are, however, to be set against this margin serious deferred liabilities in respect of replacement of stores and materials, arrears of maintenance and abnormal wear and tear. The amount of these liabilities cannot at present be ascertained.

7. In the current financial year the results for the first five months show a balance of revenue over expenditure of 12,188,934*l.* The proportion of the guarantee for the same period is 21,226,600*l.*, and the deficit is therefore 9,042,666*l.* Two important factors affect the expenditure for the whole year as compared with the first five months:—The increased price of coal (which took effect on July 21st) is not reflected fully in the August figures, whereas it will be a heavy item in the later months, and various concessions to railwaymen, not fully operative in the earlier months, will also increase the wages bill. It must further be borne in mind that railway revenue accrues disproportionately in the earlier months of the financial year. The sum of 60,000,000*l.* was taken in the Estimates to represent the anticipated cash payments in the financial year ending March 31st, 1920, which will include a portion of the liabilities for earlier years, but will not cover the whole of the 1919–20 and other outstanding liabilities.

8. An estimate of the deficit which will fall on the Exchequer in *respect of* the financial year has been made, based on the latest operating results, and is as follows:—

ESTIMATE OF DEFICIT FOR YEAR ENDING 31st MARCH 1920.

Operating Results—

Railway working—

Receipts—

	£	£
Public traffic - - - - -	157,400,000	
Government traffic - - - - -	19,200,000	

176,600,000

Expenditure - - - - -		173,500,000
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Net receipts - - - - -		£3,100,000
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Other businesses—Net receipts - - - - -		300,000
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£3,400,000

Government Liability—

Guarantee of 1913 net revenue - - - - -	47,400,000	
Interest on new capital - - - - -	1,000,000	

48,400,000

Deduct—

Net receipts as above - - - - -		3,400,000
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Net deficit falling on Exchequer - - - - -		<u>£45,000,000</u>
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The figures thus show a probable deficit of 45,000,000*l.* Any improvement in the position is mainly due (i) to the extraordinary increase in passenger traffic last summer, and (ii) to the decision to apply, from April 1st, 1919, to Government traffic the same rates of increase as have been made to the public. The latter results in a credit to the Railway Account of about 5,000,000*l.*, but this credit involves a corresponding charge to other Government departments. It should be added that the present estimate of 45,000,000*l.* as the amount of the deficit may prove to be inadequate (i) if the drop from the summer level of passenger receipts is more marked than usual, as may well be the case in view of the unprecedented height attained, and (ii) as a result of the dislocation of business by labour troubles. On the other hand, no allowance is made for any growth of revenue from increases in goods rates which may become operative before the close of the financial year.

ERIC GEDDES.

MINISTRY OF TRANSPORT,

31st October 1919.

UNITED KINGDOM.

Beginning of the Periods of Government Control to 30th June 1919.

Full-year to 30th June 1919.	IRELAND.				UNITED KINGDOM.			
	Year 1918.	Period of Government Control.			Year 1918.	Period of Government Control.		
		Year 1917.	Year 1918.	Half-year to 30th June 1919.		Year 1917.	Year 1918.	Half-year to 30th June 1919.
£	£	£	£	£	£	£	£	£
38,181,132	2,430,209	2,537,909	2,495,927	1,551,932	56,526,343	62,348,092	72,715,192	40,733,054
15,441,907	2,317,571	2,634,161	2,804,842	1,502,575	70,689,074	76,944,739	75,391,851	36,944,489
12,916,724	—	312,205	577,400	340,002	—	36,010,760	42,694,424	13,259,326
37,241,753	4,747,840	5,494,975	6,278,169	3,395,109	127,390,417	175,308,580	190,410,857	90,936,862
4,570,021	65,360	96,538	128,104	73,736	5,158,080	6,668,274	7,974,031	4,643,757
39,971,732	4,682,480	5,387,737	6,150,063	3,331,373	132,537,387	168,335,306	182,436,836	95,580,365
5,560	1,195	—	—	284	151,874	4,958	—	5,832
777,547	21,966	34,568	40,908	23,063	1,017,315	1,161,491	1,338,458	800,710
32,154,948	4,703,641	5,422,325	6,190,973	3,344,700	123,466,578	169,701,735	183,775,994	87,609,848
10,223,982	670,048	922,034	1,246,438	681,757	12,488,335	14,187,644	17,391,604	10,905,719
1,236,818	—	151,435	47,005	91,630	—	6,433,614	6,532,253	1,418,448
14,158,816	681,172	689,217	920,654	396,303	12,768,769	18,310,122	22,908,492	14,763,118
387,518	—	60,170	47,283	25,247	—	3,725,163	3,374,382	382,760
15,169,296	687,446	1,221,001	1,487,391	866,233	17,816,107	22,033,349	31,490,967	19,036,328
25,513,431	712,596	1,131,817	1,547,851	954,139	23,974,961	33,904,640	42,169,536	26,467,560
1,768,218	145,989	171,750	193,087	103,644	2,744,208	3,067,322	3,333,946	1,672,681
113,003	13,522	10,691	14,753	6,262	229,868	187,208	200,565	119,655
809,420	42,499	45,200	75,549	41,284	1,200,800	1,320,391	1,531,999	907,704
2,893,459	127,071	162,671	185,803	98,455	4,842,333	5,043,449	5,458,958	2,992,914
—	—	—	—	—	284,361	—	—	—
198,430	15,836	15,049	15,321	7,943	414,796	377,983	370,817	204,363
Cr. 423	Cr. 1,860	—	—	—	Cr. 119,893	Cr. 1,269	Cr. 1,665	Cr. 537
121,190	1,944	10	—	—	941,180	63,562	165,745	131,190
155,367	15,977	31,463	24,663	16,059	170,416	284,272	265,055	211,316
206,982	—	5,191	4,781	1,753	—	628,568	715,790	238,714
114	—	—	—	—	—	5,660	7,127	114
—	—	—	—	—	—	—	250,913	—
75,183,563	2,699,894	4,625,719	5,610,519	3,487,896	76,097,044	118,503,653	137,126,814	79,671,851
1,570,995	1,775,807	796,505	380,455	Dr. 143,788	45,849,532	56,198,104	46,638,480	7,427,797

(3) Amounts of Maintenance—Permanent Way and Rolling Stock—are estimated at 1918 cost of Government stores plus 75 per cent. for additional cost of labour and material. The actual cost is not yet ascertainable, but payments have only been made on the basis of a 15 per cent. addition.

(4) Increase in Passenger Fares and other charges were not taken into account in connection with Government Traffic until 1st April 1919.

CONTROLLED RAILWAYS—

Summarised Financial Results of Working.

	GREAT BRITAIN.						
	Period of Government Control.						
	Year 1913.	5th Aug- 5th Dec. 1914.	Year 1915.	Year 1916.	Year 1917.	Year 1918.	Six Months to 30th June 1919.
	£	£	£	£	£	£	£
A.—Balance of Revenue earned over Expenditure, or Excess of Revenue over Expenditure Earned:—							
Railway Working (per Statement No. 1).	43,573,725	16,135,356	45,329,789	50,114,379	55,401,498	45,238,026	7,570,995
Passenger Road Vehicles.	2,003,358	146,389	152,579	694,518 (See footnote 5.)	1,515,649	2,789,921	286,111
Steamboats - -							
Canals - - -							
Docks, Harbours, and Wharves.							
Hotels, Refreshment Rooms, and Canteens.							
Other separate businesses.							
TOTAL - - £	45,577,078	16,281,645	45,482,368	50,808,897	56,917,147	48,027,947	7,857,106
B.—Government Guarantee:—							
Standard year—net receipts -	(Fixed.)	20,000,000	45,587,000	45,587,000	45,583,000	45,583,000	20,261,000
Interest on additional capital -		135,000	543,000	732,000	882,000	913,000	500,000
TOTAL - - £		20,135,000	46,130,000	46,319,000	46,465,000	46,496,000	20,761,000
C.—ESTIMATED VALUE OF SERVICES RENDERED BY THE RAILWAYS TO THE GOVERNMENT FREE OF CHARGE (FROM							
Railway Working (per Statement No. 1).	3,500,000	10,279,106	20,549,126	35,698,554	41,917,024	19,918,794	
Passenger Road Vehicles - -				See footnote (5)			236,418
Steamboats - - - -							
Canals - - - - -							
Docks, Harbours, and Wharves -							
Hotels, Refreshment Rooms, and Canteens.							
Other separate Businesses - -							
TOTAL - - £	—	—	—	—	—	—	—

Notes.—(1) The figures subsequent to 1916 are subject to final audit.

(2) No sum has been allowed for any liabilities which may attach to the Government in respect of:—

(a) Replacement of stock of wires and materials.

(b) Abnormal wear and tear.

(c) Amount of maintenance other than permanent way and rolling stock.

UNITED KINGDOM.

Periods of Government Control up to 30th June 1919.

IRELAND.				UNITED KINGDOM.			
Year 1913.	Period of Government Control.			Year 1913.	Period of Government Control.		
	Year 1917.	Year 1918.	Six Months to 30th June 1919.		Year 1917.	Year 1918.	Six Months to 30th June 1919.
£	£	£	£	£	£	£	£
1,775,807	796,006	380,454	743,798	45,940,532	56,198,104	46,638,480	7,477,797
5,289	2,108 (See footnote 5.)	11,451	5,479	2,064,629	1,517,787 (See footnote 5.)	2,201,873	291,610
1,781,096	794,498	369,003	749,277	47,414,154	54,680,347	44,437,108	7,136,187
	1,781,000	1,781,000	800,000		47,414,000	47,414,000	21,061,000
	29,000	34,000	17,000		911,000	977,000	517,000
	1,810,000	1,815,000	817,000		48,325,000	48,391,000	21,598,000

CONTROLLED RAILWAYS—UNITED KINGDOM

Figure 1

Revenue Earned and Expenditure—Railway Working—Eight Months to 31st August 1919.

	From Month to Month 1911				Financial Year ending 31st March 1911 (Jan. Four Months)						Grand Total Month to Month 1911
	January	February	March	Total Three Months	April	May	June	July	August	Grand Six Months	
GREAT BRITAIN.											
EXPENDITURE.											
General Expenses (Public)	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
General Expenses (Private)	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Estimated Amounts which might have been treated for Government Purposes	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Grants.											
Local Expenses of Collection and Delivery	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Grants, Majorities, Savings, &c.											
Wages, Travelling, and Other Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
TOTAL EXPENDITURE	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
REVENUE.											
Revenue from Sale of Goods and Works	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Sale of Building Stock	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
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Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 6,000,000	£ 18,000,000
Revenue from Building Expenses	£ 1,000,000	£ 1,000,000	£ 1,000,000	£ 3,000,000	£ 1,0						

CONTROLLED RAILWAYS—UNITED KINGDOM—continued

Abstract *—* **Background:** The purpose of this study was to determine the prevalence of self-reported depression among a sample of young adults in the United States. **Methods:** Data were obtained from the 2004 National Longitudinal Study of Adolescent Health, a nationally representative sample of adolescents and young adults. **Results:** The prevalence of self-reported depression was 10.3% among the sample. The prevalence of self-reported depression was higher among females than males, and among those with lower socioeconomic status than those with higher socioeconomic status. **Conclusions:** The prevalence of self-reported depression among young adults in the United States is 10.3%. The prevalence of self-reported depression is higher among females than males, and among those with lower socioeconomic status than those with higher socioeconomic status.

Revenue Earned and Expenditure—Railway Working—Eight Months to 31st August 1913—continued.

[illegible]

100



100

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[2] Amount of wastewater generated may vary during peak-use situations (e.g., end of school/dance season, etc.) and of seasonal extremes, plus 30 per cent, for additional cost of labor and material. The estimated amount of wastewater generated, however, may vary only based on the treatment of per capita effluent.

1994, August 10. *Streptococcus pneumoniae* serotype 23 polysaccharide was not being made, but was present in 10% of the population. *Streptococcus pneumoniae* serotype 23 polysaccharide was not being made, but was present in 10% of the population.

^[12] The impact of the various conditions on the structure of $\mathcal{A}(\text{Simplicial})$, namely, Dirac , Ising , Isar , remains to be established precisely. See [Simp03].

CONTROLLED RAILWAYS—UNITED KINGDOM.—continued

Summarised Financial Results of Working, Eight Months to 31st August 1910.—continued.

	Four months ending 31st March				Four months ending 31st March 1910 (Five Months)						Total Eight Months to 31st August 1910
	January	February	March	Total Four Months	April	May	June	July	August	Total Five Months	
ENGLAND.											
A.—Balance of Revenue Earned over Expenditure on Items of Expenditure not otherwise provided for—											
Balance Working (see Statement No. 10)	45,000	52,200	102,000	199,200	100	10,000	10,000	10,000	10,000	40,000	100,000
Passenger Road Traffic	—	—	—	—	—	—	—	—	—	—	—
Freight	—	—	—	—	—	—	—	—	—	—	—
Goods	—	—	—	—	—	—	—	—	—	—	—
Public, Postmen, and Parcels	—	—	—	—	—	—	—	—	—	—	—
Stores, Maintenance, Sundry, and Other	—	—	—	—	—	—	—	—	—	—	—
Other Revenue Expenditure	—	—	—	—	—	—	—	—	—	—	—
Total	45,000	52,200	102,000	199,200	100	10,000	10,000	10,000	10,000	40,000	100,000
B.—Recurrent Expenditure—											
Estimated Four Months—1910 Example	100,000	100,000	100,000	300,000	100,000	100,000	100,000	100,000	100,000	400,000	1,000,000
Interest on Capital, Works brought into use	5,000	5,000	5,000	15,000	5,000	5,000	5,000	5,000	5,000	20,000	50,000
Total	105,000	105,000	105,000	315,000	105,000	105,000	105,000	105,000	105,000	420,000	1,050,000
C.—Expenditure There is no balance in this Statement in this Statement. Part of the total Expenditure is provided for by the Government.											
Balance Working (see Statement No. 10)	10,000	10,000	10,000	30,000	10,000	10,000	10,000	10,000	10,000	40,000	100,000

Note.—The value of services rendered free by State railways—except passenger and vehicles, goods, parcels, mails, boats, ferries, &c., is considerable.

